



EUROPEAN PARLIAMENT

DIRECTORATE-GENERAL FOR RESEARCH
DIRECTORATE A
DIVISION FOR INTERNATIONAL AND CONSTITUTIONAL AFFAIRS

FACTSHEET

SLOVENIA

Chapter 9 - Transport Policy

1. The *acquis* ¹

The *acquis* in this chapter is substantial and represents about 10% of the total. It is based on Article 70-80 EC and consists mainly of secondary legislation, i.e. several hundred regulations, directives and decisions covering, in particular:

- *railways: acquis* recently extensively amended. Liberalisation of this sector will call for further opening of national markets;
- *road transport*: a vast area of social, technical, fiscal, safety and environmental requirements. Market integration is one of the most sensitive issues.
- *air transport*: issues of market access, safety and infrastructure organisation have to be addressed;
- *maritime transport*: enforcement of maritime safety *acquis* is a major challenge.

There is in all sectors an economic need to promote, develop and upgrade transport infrastructure in the candidate countries with the aid of EC financial assistance. On accession, the main infrastructures will form part of the enlarged trans-European transport network. As most countries have already completed the process of legislative adaptation, the main issue is that of monitoring, notably in the area of administrative capacity.

2. The negotiations

The chapter has been closed with ten countries and remains open with Bulgaria and Romania.

In **road transport** the EU proposes to grant access to the intra-EU road haulage market on accession, provided the candidate countries effectively implement the *acquis* and accept the EU position on any transitional periods requested (regulation (EEC) 881/92). Given sensitivities regarding the immediate opening of national cabotage markets on accession, the EU has

¹ Information largely drawn from the European Commission, DG Enlargement
<http://europa.eu.int/comm/enlargement/negotiations/index.htm>

proposed a transitional arrangement to phase in gradually in certain cases access to national markets for non-resident hauliers (regulation (EEC) 3118/93). This would involve reciprocal restriction of access to national markets between new and current Member States for a two or three-year period, extendable by two years and in certain cases by a further year. In the road transport sector, some requests for limited transitional periods have been accepted in the case of Cyprus, Hungary, Latvia, Lithuania, Malta and Poland.

No country has requested a transitional period in respect of **maritime transport**. For **rail transport**, all countries for which provisional closure has been proposed are in a position to implement the railway *acquis* on accession, except Hungary and Poland which have been granted a limited transitional period for market access. Lithuania and Hungary have been granted limited transitional periods in respect of the **aviation sector** to allow them to phase out noisy aircraft from third countries.

Chapter opened: November 1999

Status: closed in December 2002 (provisionally closed in December 2001)

Transitional arrangements: none

3. Position of the European Parliament

In its resolution of 5 September 2001¹, Parliament:

- notes with satisfaction that Slovenia is well prepared for its accession to the European Union and is able to meet the requirements of the Community *acquis* in the transport sector without any transitional period - a large part of the legislative framework is already in place, and that framework will be completed by 2002;
- emphasises that, thanks to extensive investment in modernisation and to a transport policy geared to quality, cost-effectiveness, environmental protection and safety, the country's infrastructure has made substantial progress towards reaching Community level;
- calls on the Commission further to introduce measures and projects within the context of Corridor V aimed at the physical and socio-economic integration of the EU-Slovenia cross-border areas;
- calls for the outstanding laws in the road transport sector (road traffic act, road transport contracts and improvements in road transport safety) to be swiftly drawn up and actually implemented by 2002;
- emphasises that the legal framework for further tasks in the rail transport sector must be created, on the basis of the 1999 Railways Act, with particular regard to interoperability of high-speed and conventional trains; welcomes the modernisation of the section of Corridor V between Hungary and Slovenia and the closing of that gap in the railway network by 2002;
- expects air transport activities to be put on a new legal footing (Air Transport Act) at the earliest possible opportunity and urges the Slovene Government to modernise and strengthen its management structures;
- welcomes the very advanced state of alignment with EU legislation, with particular regard to safety issues, in the maritime transport sector, even though the adoption of the maritime code has been delayed.

¹ Resolution on the state of negotiations with Slovenia, § 12 to 18: [A5-026/2001](#)

4. Latest Assessment of the European Commission ¹

In its 1997 Opinion, the Commission concluded that Slovenia was likely to be able to comply with most of the Community transport *acquis* (air, rail, road, maritime) in the medium term since it had already made notable and rapid progress in the adoption of the *acquis* in this sector. The Commission encouraged Slovenia to devote adequate attention in the pre-accession period to the *acquis* implementation for its road haulage market (in particular on market access and tax) and to clarify the financial procedures in the rail sector. The Commission added that it would also be necessary to make sure that the resources were available to lay the foundation for extension of the future Trans-European transport network to the acceding countries.

Since the Opinion, Slovenia has made steady progress in aligning legislation. Its legislation in the transport sector is now to a great extent in line with the EC *acquis*; the relevant framework laws are in place and only a limited amount of implementing legislation remains to be implemented. Slovenia has also gradually reinforced its administrative capacity although the recruitment of additional staff, foreseen last year, has not been as rapid as planned.

Negotiations on this chapter have been provisionally closed. Slovenia has not requested any transitional arrangements. Slovenia is meeting the majority of the commitments it has made in the accession negotiations in this field. However, a delay has occurred in the adoption of legislation allowing for the restructuring and privatisation of Slovenian railways. This needs to be addressed.

In order to complete preparations for membership, Slovenia's efforts now need to focus on the implementation of the social and the technical *acquis* in the road sector and further legislative alignment and institutional development in the rail sector.

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¹ European Commission, Regular Report on Slovenia 2002, pp. 71 & 72:
http://www.europa.eu.int/comm/enlargement/report2002/si_en.pdf